



# The Chinese Journal

ESTABLISHED 1845

AGENTS

Orders for the "CHINA MAIL" and "OVERLAND CHINA MAIL" may be made to our agents at the following ports:

Canton, PATEL & Co.  
Trocobow, BROCKEN & Co.  
Shanghai, KELLY & WALTERS  
Yakohama, KELLY & WALTERS  
Manila, A. S. WATSON & Co. Ltd.

No. 15,969.

龍年四月廿九日

HONGKONG, FRIDAY, JULY 10, 1914.

寅年六月廿九日

PRICE 35.00 PER MONTH

THORNE'S  
No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House of Lords and House of Commons.

A. S. WATSON & Co., Ltd  
WINE & SPIRIT MERCHANTS  
ALEXANDRA BUILDINGS, Hongkong.

THE SHIPPING GAZETTE

(From "Shipping and Engineering.")

Mr. H. W. Lee, from awaiting orders, has gone second officer, Washington.

Mr. J. W. Patterson, second officer, Washington, has gone acting chief officer, same ship.

Mr. W. Hetherington, chief officer, Washington, has gone acting master, same ship.

Mr. S. Finegan, acting master, Washington, has gone acting master, Chrysanthemum.

Captain Courtney, of the Chrysanthemum, is on leave.

Captain J. Smith, from awaiting orders, has gone master of the Kiangfou.

Captain F. Carlson, of the Kiangfou, is on leave.

Mr. C. Hendrickson, from awaiting orders, has gone second officer, Chiayi.

Mr. C. Bott, acting chief officer, Feiching.

Mr. C. W. Burton, third engineer, Hsin Peking, has gone chief engineer, Luensi.

Mr. H. New, Campbell, third engineer, Luensi, has gone third engineer, Hsin Peking.

Mr. J. Symington, chief engineer, Hanyang.

Mr. D. Marrett, chief engineer, Ningpo, has gone chief engineer, Ningpo.

Mr. J. Udiney, chief officer, Kalgan, has gone chief officer, Chusan.

Mr. H. Sutor, chief officer, Chusan, has gone chief officer, Kalgan.

Mr. J. M. Andrew, chief officer, Kalgan, has gone chief officer, Kalgan.

Mr. P. MacAdam, chief officer, Ahuhi, has gone chief officer, Kalgan.

Mr. A. L. Woolley, second officer, Kalgan, is on leave.

Mr. P. D. Crawford, from leave, has gone second officer, Kalgan.

Mr. R. G. S. Burkill, second officer, Shantung, has gone second officer, Chinkiang.

Mr. C. West, second officer, Chinkiang, is on leave.

Mr. R. H. G. Ashby, second officer, Shantung, has gone second officer, Shantung.

NAVIES OF THE FUTURE.

German Scepticism of Sir Percy Scott's View.

The few German papers that comment on Sir Percy Scott's thesis that we have reached the end of the battleship era are frankly sceptical.

The Conservative "Post" after expressing the usual suspicion that Sir Percy's letter is simply intended to bolster up Germany, points out that the French Government once fell into a similar trap when Admiral Colomb suggested that the newer invented torpedo-boat had reduced battleships to the value of scrap iron. France then hurriedly built torpedo-boats, but later was obliged equally hurriedly to return to battleship.

The journal considers that owing to a comparatively narrow effective radius and inability to attack land fortifications, etc., the submarine can never render battleships useless, even if the latter were, as they are not, completely powerless against submarine attack.

Arrangements for the Shipping, Engineering and Machinery Exhibition to be held in Olympia from September 25 to October 17 next are now well forward, and 95 per cent. of the available space is already booked. The total number of exhibitors up to the present is 170 British and foreign, which, with the Dutch Exhibition, make a total of 220.

How East meets West is shown in the striking article on Pekka, the "walled city of romance," which Mr. Stephen Graham contributed to the "Times." It is a typical Oriental city, yet the cinema has arrived, and a great poster announces that the Tango will be shown after the presentation of a striking comedy called "The Suffragette." No English and Americans are to be seen, despite the press of commercial travellers, but there are many American sewing machines.

CRAMP COLIC.

No need of suffering from cramp in the limbs, as the "Milkmaid Brand" Chinaman's Colic, Cholera and Diarrhoea Remedy never fails to relieve the most severe cases. Get it to-day, there will be no time to send for it after the attack comes on. For me by all Chemists and Stores keepers.

## BUSINESS NOTICES.

MILKMAID  
RICH THICK  
CREAM.

## BUSINESS NOTICES.

### "MUMEYEA."

"While you wait" Photography JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.  
No. 8, Queen's Road Central.  
TELE. No. 251.

NEW SHIPMENT  
Government guaranteed 1st Grade Butter.  
Packed specially in Australia for us. Absolutely Best Imported. None Better quality made.  
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.

J. E. TAGGART, Manager.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

ADJOINING THE TRAMWAY TERMINUS 1,400' FEET ABOVE SEA LEVEL.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephone 1411. All rooms. First-class. Cinema, Lounge, Smoking and Ladies' Rooms. Roof Garden.

TERMS.—From \$3 per day. MAIL Telegraph ADD. "PEAKER."  
P. O. PEASTER.  
Manager.

## GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION  
ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

## PEAK TRAMWAYS COMPANY, LIMITED.

### WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURITA.

## TIME TABLE.

### WEKE DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 4.10 p.m. Every 10 minutes.

4.10 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

EXTRA CARS at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. BUMPHREYS & SON  
General Managers.

The first (1913) edition is already issued.

BIOGRAPHIES of over 6,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudice.

Many portraits are inserted. The book contains over 1,400 pages.

The price is \$6 (12/-) or \$8 per copy.

Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:

Yet another "Who's Who," and this time from Japan!

The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western practically almost to the last detail.

But "Who's Who in Japan" is far more than a curiosity; it is a very sound and useful reference book.

It is printed in English and contains brief biographies of the accepted model of prominent men in Japan.

Mr. Kurita is a skilful editor and has done his work well.

Who's Who in JAPAN PUBLISHING OFFICE,

No. 5, 1-chome, Uchisaiwai-cho,

756 Kojimachi-ku, Tokyo.

SINGON & CO.

ESTABLISHED A.D. 1820.

IRON STEEL, METAL and HARD  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Ship Chandlers. Nos. 25 and  
37, Hong Loon Street, (End Street, west  
of Central Market) Telephone No. 616.  
Hongkong, September 4, 1914.

THE CARLTON HOTEL

Recently Renovated and Refurnished.  
Self-Contained Suits of Apartments with Private  
Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading  
and Writing Rooms.  
PRIVATE SANITATION.  
Under Personal Management of  
G. BOWEN Proprietor.

CHAMP COLIC.

No need of suffering from cramp in the

limbs, as the "Milkmaid Brand" Chinaman's Colic, Cholera and Diarrhoea

Remedy never fails to relieve the most

severe cases. Get it to-day, there will be no

time to send for it after the attack comes on. For me by all Chemists and Stores

keepers.

AGENTS

Orders for the "CHINA MAIL" and "OVERLAND CHINA MAIL" may be made to our agents at the following ports:

Canton, PATEL & Co.  
Trocobow, BROCKEN & Co.  
Shanghai, KELLY & WALTERS  
Yakohama, KELLY & WALTERS  
Manila, A. S. WATSON & Co. Ltd.



Hughes and Hough  
AUCTIONEERS TO THE GOVERNMENT  
AND ADMIRALTY.

General Auctioneers  
AND  
Share, Coal and  
General Brokers.

PROPRIETORS  
"TO-KWA-WAN"  
COAL STORAGE.

Codes used:  
A.B.C. 4th & 5th Editions.  
All TELEGRAPHIC CODE.

Telegraphic Address  
MERION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction  
on

TUESDAY,  
the 14th July, 1914, commencing,  
at 2.30 p.m., at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.

A LARGE QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE,  
As follows:-

TEAKWOOD—Upholstered Drawing  
Room Suite, Dining Room Suite, Arm-  
chairs and Sofas, Carpets and Rugs,  
New Brass and Brass-mounted Bedsteads,  
Bureaus, Wardrobes, Washstands, &c.,  
Sideboards, Dinner Wagons, Extension  
Dining Tables and Chairs, etc., etc.,  
Dinner and Dessert Services, Crockery,  
Glass and E.P. Ware Cooking Stoves,  
(New), Kitchen Utensils, Cutlery, etc.,  
etc.

2 Old Chinese Blackwood Cabinet,  
Desk, Old Bronze Figures, Electric Reading  
Lamps, etc., 1 Marble Clock, 2 Pianos,  
Chubb's Safe, American, Ice Chest, 1  
Typewriter, 2 Rickshaws, 1 Banjo in Case,  
Barograph, Grand-father's Clock, Silk  
Window Curtains, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, July 8, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction  
(FOR ACCOUNT OF THE CONCERN'D).

WEDNESDAY,  
the 15th July, 1914, at 11 a.m.,  
at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street,

A SMALL CONSIGNMENT OF  
GENT'S RAIN COATS,  
LADY'S SHOES,  
MISCELLANEOUS GOODS,  
And

HOUSEHOLD FURNITURE,  
&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, July 9, 1914.

## HOTELS

### STATION HOTEL NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS,  
BATH-ROOM TO EACH ROOM.  
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BAR,  
BILLIARD ROOM.

Private Dining Room.  
EXCELLENT CUISINE.

For Particulars apply to  
THE MANAGER.

Tel. No. K129. Tel. Address "TENMOT".  
Hongkong, Feb. 3, 1914.

### KINGSCLERE HOTEL HONGKONG

UNRIVALLED position in the Hill  
district, overlooking the Botanical  
Gardens and facing the Harbour.  
Numerous quiet Suites with luxuriously  
fitted Bathrooms. Telephones and Electric  
Telephones in Bedrooms and Sitting-rooms  
throughout.

Telephone No. 1122.  
Cable Address, "KINGSCLERE".  
A.B.C. Code 5th Ed. 1908.  
Hongkong, September 1, 1908.

### KING EDWARD HOTEL

Central Location  
A. ELECTRIC TRAMS Pass Entrance.  
A. Electric Lamps, Fans and Lighting.  
European Baths and Sanitary Fittings.  
Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373. R. H. NORTON,  
"VICTORIA." Manager.

### JAPANESE MAKERS.

Every kind of Footwear.

MADE  
TO  
ORDER

CHERRY & CO.,  
PEDDER STREET,  
Opposite Hongkong Hotel.  
Telephone No. 491.

Hongkong, March 20, 1914.

THE FIRST CHINESE NEWSPAPER  
EVER ISSUED UNDER  
PURELY NATIVE DIRECTION

CONTAINS THE MOST RELIABLE  
TELEGRAPHIC NEWS FROM  
NORTH CHINA.

FOR THE LATEST INTELLIGENCE FROM  
VARIOUS PORTS IN CHINA AND JAPAN

\$8.50 per Annual delivered in Hongkong.  
\$12.50 to all Coast Ports.

5, WELLSLEY STREET, HONGKONG.

THE CHINA MAIL

Typhoon Guide

PRICE . . . . . 20 cents.

If you happen to be late for your meal will be courteously and promptly served the same only at The ALEXANDRA CAFE.

FOR a good Solid meal a la Cart or Table D'Hot with Wine & Liqueurs

at The ALEXANDRA CAFE.

## HOTELS

### Appropriate, always.

With certain dishes, such as *Game*, *Lea & Perrins' Sauce* is always appropriate. It is the recognised sauce for such use.

In fact, for everything with which a sauce can be used, *Lea & Perrins'* is invariably the BEST. It has a refinement of flavour that suits the most delicate dishes and appeals to the most exacting palates.

*Lea & Perrins'*  
The Original & Genuine  
WORCESTERSHIRE

## VISITOR AT HOTELS

HONGKONG HOTEL  
Mr. S. Abraham  
Mr. C. M. Alperton  
Mr. G. Andre  
Mlle. Andre  
Mr. E. R. Ballyhoo  
Mr. C. D. J. Bell  
Mr. Q. A. Bous  
Mr. W. H. Birch  
Mr. E. S. Brough  
Mr. W. M. Black  
Count Bolles  
Miss Brown  
Mr. W. E. Clayton  
Mr. W. E. Clayton  
Mr. A. E. F. Cole  
Mr. G. P. Curry  
Mr. W. B. Davis  
Mr. T. Donnett  
Capt. and Mrs. A. J. M. Doherty  
Miss M. Dougherty  
Master J. Dougherty  
Mr. D. S. Douglas  
Miss M. E. Duffy  
Mr. and Mrs. E. E. Erenfels  
Mr. Percy Farant  
Mr. M. M. Fisher  
Mr. M. Geary  
Mr. J. Gibb  
Mr. H. Clason  
Mr. and Mrs. J. Gould  
Mr. P. O. de Griswold  
Capt. T. P. Hall  
Mr. W. A. Haufler  
Mr. J. R. Harden  
Mr. G. Hart  
Mr. H. W. Heckselman  
Miss Heckselman  
Mr. P. Heimann  
Mr. E. A. Townsend  
Haworth, C.M.G.  
Mr. R. Hunter  
Mr. M. T. Jones  
Mr. M. W. Jones  
Capt. and Mrs. Koch  
Mrs. L. Lambert  
Mr. E. R. Lambert  
Lumpang  
Mr. J. Larg  
Miss A. Square  
Miss J. Shirling  
Mr. Stirling  
Mr. Herbert To  
Mr. A. F. Townsend  
Mr. E. M. Tozer  
Mr. H. N. True  
Mr. M. Vandermassen  
Capt. H. A. Walker  
Mr. W. B. Walters  
Mr. F. W. White  
Mr. and Mrs. F. Winkler  
Mr. and Mrs. H. A. Wolf  
Mr. G. Wood  
Mr. and Mrs. G. H. Young

Mr. R. T. Matheson  
Miss M. Matheson  
Misses C. Mc-  
Lachlin  
Miss B. E. Makha  
Miss C. M. Mereck  
Miss S. Morrison  
Mr. G. S. Middleton  
Mr. N. S. Milkowski  
Dr. and Mrs. W. A. Moore  
Mr. P. J. Moyer  
Mr. Diau Newton  
Mr. H. Handley Pegg  
Miss D. Dougherty  
Miss E. Dougherty  
Mr. G. M. Powell  
Mr. A. S. Purvis  
Mr. E. H. Ray  
Mr. E. M. Raymond  
Mr. H. Readin  
Miss F. Rose  
Mr. G. C. Robinson  
Mrs. C. H. Sawyer  
Miss C. Sawyer  
Professor Schneider  
Mr. Seddon  
Mr. F. Smyth  
Mr. V. Sorby  
Mr. E. B. Sorensen  
Miss and Mrs. F. A. Spies  
Miss A. Square  
Miss J. Shirling  
Mr. Stirling  
Mr. Herbert To  
Mr. A. F. Townsend  
Mr. E. M. Tozer  
Mr. H. N. True  
Mr. M. Vandermassen  
Capt. H. A. Walker  
Mr. W. B. Walters  
Mr. F. W. White  
Mr. and Mrs. F. Winkler  
Mr. and Mrs. H. A. Wolf  
Mr. G. Wood  
Mr. and Mrs. G. H. Young

Mr. and Mrs. H. Readin  
Mr. and Mrs. K. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. W. G. Dove  
Mr. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. and Mrs. Dove  
Mr. and Mrs. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. and Mrs. Dove  
Mr. and Mrs. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. and Mrs. Dove  
Mr. and Mrs. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. and Mrs. Dove  
Mr. and Mrs. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. and Mrs. Dove  
Mr. and Mrs. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. and Mrs. Dove  
Mr. and Mrs. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. and Mrs. Dove  
Mr. and Mrs. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr. A. Constand  
Mr. and Mrs. Cowan  
Mr. and Mrs. Davy, R.E.  
Major Dorgan  
Mr. and Mrs. Dove  
Mr. and Mrs. Duncan  
Major Falcis  
Mr. Felwick  
Mr. F. W. Gibbons  
Mr. and Mrs. Gibson  
Col. Gordon Hall  
R.A.M.C.  
Mr. F. Grisell  
Mr. B. Hale  
Mr. Hardman  
Mr. F. A. Hazeland  
Mr. and Mrs. W. G. Humphreys  
Major and Mrs. Hum-  
phrey, R.E.S.

Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. L. R. G. A.  
Mr. and Mrs. W. Arm  
Capt. and Mrs. Ivens  
strong  
Mr. and Mrs. Barton  
Mr. and Mrs. Robins  
Mr. and Mrs. Koch  
Fleetwood and Mrs. Lawford and child  
Bernard  
Mrs. Bowdler  
Mr. Linton  
Mr. and Mrs. Bryson  
Mr. and Mrs. Carmichael Maj. and Mrs. McMunn  
Mr. M. Cary  
more and child  
Mr. and Mrs. Coppins  
Capt. Monteith  
Mr

## BANKS

HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS—  
Sterling ..... £1,500,000 or 9/— \$15,000,000  
Silver ..... 17,000,000 ..... \$32,650,000

RESERVE LIABILITY OF PROPRIETORS ..... \$15,000,000

JOINTS OF DIRECTORS,  
Hon. Mr. D. Landale—Chairman,  
W. L. Paterson, Esq.—Deputy Chairman,  
S. H. Dodwell, Esq., F. L. Esq.,  
G. T. M. Elkins, Esq., J. A. Plummer, Esq.,  
C. S. Gobey, Esq., Hon. Mr. E. Shulman,  
P. H. Holyoke, Esq., H. A. Siebe, Esq.,  
C. Landgraf, Esq., Ad. Widmann, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

ACTING MANAGER:

Shanghai—J. D. SMART.

LONDON BANKERS—LONDON COUNTY AND  
WESTMINSTER BANK, LIMITED.HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two  
per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 3 1/2 per cent per annum.  
" 12 " 4 " "A. G. STEPHEN,  
Acting Chief Manager,  
Hongkong, May 14, 1914.

HONGKONG SAVINGS BANK.

THE business of this above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Return may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation  
A. G. STEPHEN,  
Acting Chief Manager,  
Hongkong, May 14, 1914.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

PAID-UP CAPITAL ..... £1,500,000  
RESERVE FUND ..... £1,500,000  
RESERVE LIABILITY OF PROPRIETORS ..... £1,500,000

FOREIGN EXCHANGE and General  
Banking business transacted.  
CURRENT ACCOUNTS opened and  
FIXED DEPOSITS received for 1 year or  
shorter periods at rates which will be quoted  
on application.

W. DICKSON,  
Manager,  
Hongkong, July 10, 1914.THE YOKOHAMA SPECIE  
BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL Yen 45,000,000.00  
PAID-UP CAPITAL ..... 30,000,000.00  
RESERVE FUND ..... 18,500,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS AT

ANTUNG-HAINAN LYON  
BOMBAY NAGASAKI  
CALCUTTA NEWKIRK  
CHANGHUA NEW YORK  
DAIEN (DAIYI) OSAKAFENGHUA (MUKDEN) PEKIN  
HANKOW YUNNAN (PEKIN)  
HONOLULU SAN FRANCISCO  
HARBIN SHANGHAI  
KORE TIENTUNG  
LIAO-TUNG TIENTUNG  
LONDON TOKIO  
LOS ANGELES CHINATOWNInterest allowed on Current Accounts.  
Deposits received for fixed periods as  
rates to be obtained on application.EISEI ONO,  
Manager,  
Hongkong, April 2, 1914.THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL ..... £1,500,000  
Subscribed ..... 1,125,000  
Paid-up ..... 562,500  
Reserve Fund ..... 465,000

BANKERS,  
SIN OF KEGARD,  
London JOURN STOCK BANK, LIMITED.

Every description of Exchange business  
transacted.

INTEREST allowed on Current Accounts  
at 2 per cent. per annum on Daily  
Balances and on Fixed Deposits at rates  
which may be ascertained on application.

A. B. LINTON,  
Manager,  
Hongkong, July 3, 1914.

## KOWLOON-CANTON RAILWAY.

## TIME TABLE.

OUT

	OUT	IN	Express
Kowloon	13.45 6.50 7.45 9.40 11.25 2.00 3.00 5.15 8.00	Canton	7.00 8.30 9.05 10.15
Hung-Ham	— 6.54 — 9.44 11.20 2.04 —	Sham Chung	8.01 10.02 11.35 2.55 4.30 6.13 6.20 9.31
Yau Ma Ti	— 6.50 — 9.50 11.38 2.00 —	Sheung Shui	8.13 — 11.41 3.01 5.48 — 6.27
Sha Tin	— 7.10 — 10.02 11.45 2.10 —	Fan Ling	8.18 — 11.44 3.05 4.40 — 6.30
Tai Po	— 1.15 7.23 — 10.10 12.02 2.33 —	Tai Po Market	8.26 — 11.55 3.16 4.51 —
Tai Po Market	— 7.27 — 10.24 12.03 2.37 —	Tai Po	— 8.32 — 18.01 3.26 4.57 — 6.45
Fan Ling	— 7.30 — 10.34 12.10 2.46 —	Sha Tin	— 8.44 — 12.14 3.38 5.10 —
Shing Shui	— 7.30 — 10.37 12.22 2.50 —	Yau Ma Ti	— 8.51 — 12.27 3.49 5.21 —
Shum Chun	— 1.40 7.44 8.21 11.00 12.27 2.54 3.45 6.08 8.50	Hung-Lam	— 9.02 — 13.31 3.53 5.27 —
Canton	— 5.00 — 11.30 5.00 —	Kowloon	— 9.05 10.43 12.34 3.53 5.30 6.34 7.06 10.35

GOLF TRAIN—SUNDAYS ONLY.  
Kowloon 8.45 Tai Po 9.10 Sheung Shui 9.27

Sha Tau Kok Branch.

OUT

	OUT	IN	
Fan Ling	Dep. 8.05 8.20 12.30 3.30	Sha Tau Kok	Dep. 7.10 0.25 1.45 5.15
Sha Tau Kok Arr. 7.00 9.15 1.25 4.15	Fan Ling Arr. 8.10 10.25 9.45 6.15		

## BANKS

## AMERICA POLO CUP.

(Continued from page 3.)

From Garden City onwards a more open country is to be seen. The remainder of the twenty-five miles run leaves an impression scarcely pleasing to the English eye. One travels over a flat sandy plain, covered by nature with sparse trees and coarse, herbage which scarcely merits the name of grass. At frequent intervals ditches tending to be considered tracts of this into small townships, suburban looking villas, and wooden cottages, each with a meadow bordering this thin grass which by next morning the blistering sun will have left parched and brown. Others have still to come into being, and only the rows of pegged-out holdings mark their areas.

An English motorist might, perhaps, fancy himself travelling westwards out of London and finding oneself at Hayes, on the way to Slough. To the north a low range, the Wheatside Hills, with a high Skerton watertower, might perhaps do duty for Harrow. Turn where he will, to right or left, instead of the abundant trees, hedges, flowers of the English countryside, are telegraph poles innumerable, water-wheels, market gardens, and monotony. A long, sandy road passes here and there the hotel of some rather gaudy village, with a primeval-looking railway station hard by.

PRIVATE ROADS.

Our traveller, be it understood, is on Long Island, the "sea-swept suburb" of New York, the rural conditions of which are similar to those obtaining in New England.

At length the Meadowbrook Grand Stand comes into sight, and the road is left for primitive tracks across the flats, the dust from which blinds and choke out. It has been sought to mitigate this by treating the so-called roads with oil-smelling crude petroleum, which settles in liquid puddles in the many ruts and hollows, and provides a remedy scarcely better than the disease. We stop at some of the high gates with wire netting, and in another minute are on the poppy ground of Meadowbrook—which is apparently named on the lucus non Jucendo principle, there being but little meadow and no brook discernible.

Let the frequenter of English polo grounds picture to himself an immense rectangular area running north and south, and containing a ground larger than any we have, but with hardly any of the amenities which surround ours in London or the country. The ground appears to be still bigger, owing to the much wider margin between the boards and a low wooden rail running parallel to them, from which wire netting is stretched, to the ground to protect the spectators from the incursions of the ball.

Behind this rail and along the whole length of the western and southern sides, and three-quarters of the eastern side of the ground—the remaining fourth being occupied by the club-houses—are huge stands, accommodating in all some 26,000 people, which are draped with American flags and topped by 100 flagstaffs in hues, from which are flown alternately the Stars and Stripes and Union Jack.

ENEMOURS, CHOWNS.

By three o'clock an enormous concourse of people had already assembled, half-filling the stands and crowding the enclosure for those afoot, while the Meadowbrook Club pavilion and enclosure were also filled with a large number of members who had been juncing there beforehand.

Nothing less than a mob of motors steamed up across the plains at this end, and both outside and inside the ground an immense hurly-burly of light-hearted folk, each keenly anxious to enjoy the excitement of the scene if possible more than the others.

Before the mammoth stands were packed full an enormous crowd of men, many unconventionally dressed, were escorting ladies, charmingly gowned according to the last Paris fashions. The scene was a curious blend of Longchamps Grand Prix day, with a suggestion of Blackpool. A breeze agreeably tempered the heat, which otherwise might have been oppressive, in view of such a large crowd, while in despite now and again, which at one time seemed a shower rain.

... A BUSH FOR SKIRTS.

It goes without saying that practical every polo, notably in the United States was present, together with a vast crowd of people distinguished in every rank of American life. For many days not a single box or even a seat has been obtainable on any stand, and every guest has had a long waiting list for any seats that might be returned. Tickets

speculators have been reaping an enormous laurels by retailing any seats they got at exorbitant prices.

By far the greater part of the accommodation, however, had long since been taken by those who wish themselves to be considered in the movement, and it is probably safe to say that, including all grades of spectators, not fewer than 60,000 people had assembled, all eagerly anxious to watch eight good sportsmen upholding their country's honour in a good game.

The pause before the game begins is a fitting opportunity to recall the past history of international contests.

The International Polo Cup was originally presented by the West Chester Polo Club, of Newport, Rhode Island, and has been competed for as follows:

1888.—AT NEWPORT.

England America.

Capt. T. Hone Foxhall P. Keene

The Hon. R. T. Lawley T. Hitchcock

Capt. Little R. Belmont

John Watson W. A. Thorne.

Won by England in two games.

1902.—AT HURLINGHAM.—First Game

England America.

C. P. Nickalls R. L. Agassiz

F. M. Frake J. E. Cowdin

W. S. Buckmaster Foxhall P. Keene

C. D. Miller L. Waterbury

Won by America.

1902.—AT HURLINGHAM.—Second Game

June 9.

England America.

C. P. Nickalls R. L. Agassiz

F. M. Frake J. E. Cowdin

W. S. Buckmaster Foxhall P. Keene

C. D. Miller L. Waterbury

Won by England, 6 to 1.

1902.—Final Game

England America.

F. M. Frake J. E. Cowdin

W. S. Buckmaster Foxhall P. Keene

C. D. Miller L. Waterbury

Won by England, 7 to 1.

1909.—AT HURLINGHAM.—First Game

June 23.

England America.

Capt. Herbert H. Wilson Lawrence Waterbury

F. M. Frake J. M. Waterbury jun.

C. P. Nickalls Harry Payne Whitney

Lord Wodehouse Devereux Milburn

Won by America, 8 to 2.

1911.—AT MEADOWBROOK (LONG ISLAND), NEW YORK.—First Game June 1.

England America.

Capt. L. St. George Lawrence Waterbury

F. M. Frake J. M. Waterbury jun.

Capt. J. Hardress Harry Payne Whitney

A. Noel Edwards J. M. Waterbury jun.

Capt. Herbert H. Wilson Devereux Milburn

Won by America, 4 to 3.

1911.—AT MEADOWBROOK (LONG ISLAND), NEW YORK.—Final Game June 9.

England America.

Capt. L. St. George Lawrence Waterbury

F. M. Frake J. M. Waterbury jun.

Capt. J. Hardress Harry Payne Whitney

A. Noel Edwards J. M. Waterbury jun.

Capt. Herbert H. Wilson Devereux Milburn

Won by America, 4 to 3.

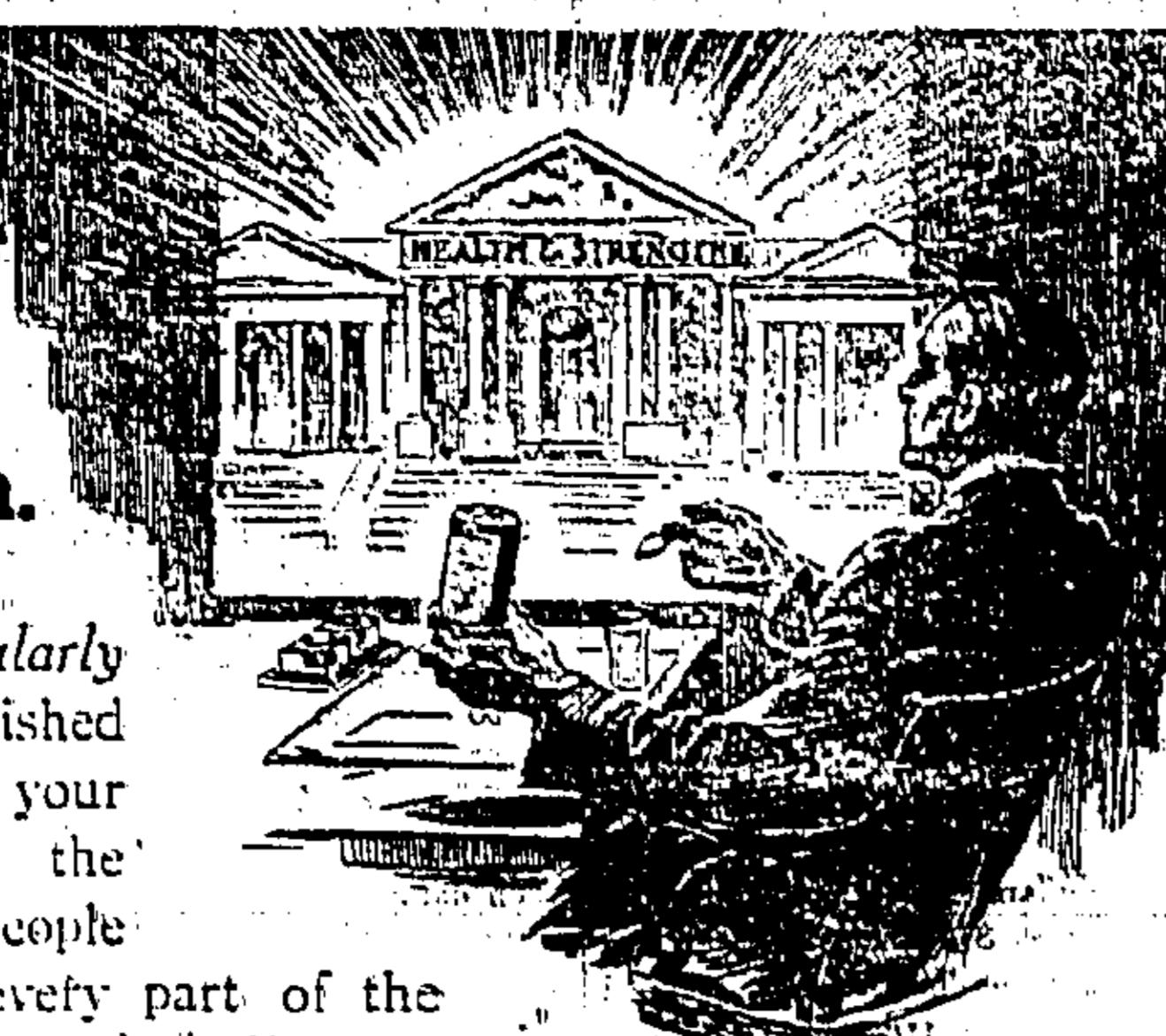
## What Sanatogen Will Do for Your Health.

If you take Sanatogen *regularly* for a time, you will be astonished at the improvement in your health. Such has been the experience of millions of people—literally *millions!*—in every part of the world, and especially in eastern climates. Read these letters from prominent people—see how they “swear by” Sanatogen—and resolve to follow their example.

### Just what you need in the Hot Season.

Now, in this unhealthy season, when you are oppressed by the excessive heat—when your vital powers are lowest, and you most easily fall a victim to Dysentery, Stomach and Bowel Diseases, Fevers, Boils, and other torments—now is the time when you should fortify your constitution by a course of Sanatogen.

For Sanatogen—besides strengthening and invigo-



rating your whole system—definitely increases the bactericidal action of the blood and its natural, protective powers against disease.

Hence, your risk of being invalidated this season will be reduced to an absolute minimum. And if you should catch any of the diseases which are so prevalent at this time of the year, Sanatogen will enable you to “put up a better fight” against them than you otherwise could, and will render your convalescence as short and favourable as possible.

But prevention is always better than cure, and your safest plan is to keep your vital forces to the highest pitch by means of a course of Sanatogen.

Sir H. Hesketh Bell, K.C.M.G., Governor and Commander-in-Chief of the Treadway Islands, writes:

“For a man doing hard mental work in an exciting climate there is according to my experience no better invigorator than Sanatogen.”

The Hon. Mr. Justice Caspersz, Judge of the High Court, Calcutta, writes:

“I have been taking Sanatogen on and off for the past three years, and find a very beneficial. Many people I know take it and appreciate it.”

Sir Gilbert Parker, the popular Novelist, writes:

“I have used Sanatogen with extraordinary benefit; it is a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the body and mind.”

Mr. Max Pemberton, the well-known Novelist, writes:

“I have been taking Sanatogen since the beginning of the year, and would not be without it under any circumstances whatever.”

Mr. Hall Caine, the distinguished Novelist and Dramatist, writes:

“My experience of Sanatogen has been that as a tonic it serves food it has on more than one occasion done me good.”

### Fortify your System against Dysentery, etc.

During the hottest weather you will—if you have taken Sanatogen—be able to conquer the Heat-exhaustion and Nervous Debility from which everybody suffers. You will really be stronger and more vigorous than is usual at this season. Instead of being irritable, gloomy, and apprehensive, you will be good-tempered, cheerful, and calm. “Will-weakness” will vanish, and while others are feeling tired and listless, you will tackle the day’s work with energy and enjoyment.

## SANATOGEN

### The Tonic Health-Food.

#### TO LET

#### TO LET

GODOWN in 1st HOUR STREET.  
Apply HONGKONG JOE CO., LTD.  
Hongkong, May 21, 1914. 643

#### TO LET

From me JULY, 1914.

IN CANTON on SHAMEEN Lot 55.  
The premises now in the occupation of the Bank of TAIWAN LTD.  
Apply to  
DAVID SASSOON & CO. LTD.  
Hongkong, May 6, 1914. 578

#### TO LET

BOARD and LODGING for Single Gentlemen; three minutes from Ferry, terms moderate.—  
Apply Mrs. EDWARD JACOBS,  
17, Ashley Road, Kowloon.  
Hongkong, July 2, 1914. 781

#### TO LET

FOUR-ROOMED HOUSES in Salisbury Avenue, Kowloon. Cheap rental.  
Shop with Godown attached, NARAS Road, Kowloon. Kowloon Marine Lot No. 48 with Wharf.

PLATTS in Nathan Road, Kowloon.

Apply to

HUMPHREYS ESTATE & FINANCE CO., LTD.

Alexandra Buildings.

Hongkong, May 19, 1914.

#### TO LET

#### TO LET

OFFICES in HOTEL MANSIONS,  
From 1st September next.  
Apply to—

HENRY HUMPHREYS,  
Alexandra Buildings.

Hongkong, July 7, 1914. 802

#### TO LET

LA HACIENDA E., No. 74, Mount Kellett Road.  
Apply to  
OHATER & M'DAY,  
No. 5 Queen's Road Central.  
Hongkong, April 2, 1914. 415

#### TO LET

FOUR-ROOMED HOUSES in Salisbury Avenue, Kowloon. Cheap rental.  
Shop with Godown attached, NARAS Road, Kowloon. Kowloon Marine Lot No. 48 with Wharf.

PLATTS in Nathan Road, Kowloon.

Apply to

HUMPHREYS ESTATE & FINANCE CO., LTD.

Alexandra Buildings.

Hongkong, May 19, 1914.

#### AMERICA POLO CUP.

#### (Continued from page 4.)

The conditions have been decided by the American rule, without modification, viz.:

1. The post two out of three days play.

2. The game begins when the referee throws the ball between the contestants, who shall each be on their own side of the line.

3. Time of game, one hour, the actual play divided into eight periods of 7 minutes each.

4. Any overtime to be deducted from the subsequent period.

The English team wears dark-blue shirts and white helmets with dark-blue puggarees. The American team is clad entirely in white. The English team has dark-blue saddle-cloths and white numbers; the Americans have white saddle-cloths and blue numbers—an improvement which, it is devoutly to be hoped, will be introduced into English.

The dimensions of the ground are about 850ft. by 450ft., and the goal-posts are 24ft. apart. The teams change ends after each goal, which is made when the balls go over and clear the lines between the goal-posts between the centre-line posts.

After a goal has been scored the game is re-started from the centre of the ground. To score a goal counts 1.

A safety counts minus 1, a foul counts minus 1, and such other penalty as the referee may impose. The penalties are deducted from the score of the offending team during the game. Whenever a player drives the ball over the end of the line outside the posts of the goal he is defending, it shall be deemed a “safety,” which counts 1 goal against his team.

A player shall not crook his adversary’s mallet unless he is on the same side of his adversary’s pony as the ball, or in a direct line behind, and his mallet is neither over nor under his adversary’s pony. A mallet may not be crooked unless his adversary is in the act of striking at the ball.

The ball continues in play after the 71 minutes’ signal is sounded until it hits the sideboards or goes out of bounds. Such overtime is deducted from the subsequent period.

At the end of the eighth period the game ends at the sound of the signal. Three minutes are allowed after each period for a change of ponies, except at the end of the fourth period (half-time), when seven minutes is allowed.

At 615 stings of American and Eng-

ish ponies paraded round the ground, each being received with great applause. At 4.20, the first warning bell rang for the players to take the ground, and a minute later Captain Lockett entered on the ground, and was received with resounding cheering, as was also Mr. Milburn, who followed him. The biggest ovation, however, was reserved for Captain Cheape, whose face still bears traces of his recent accident, the skin being woefully discoloured.

#### ALLEN'S IN ENGLAND.

#### The Decline in the Tide of Immigration.

#### INFLUX OF RUSSIAN TAILORS.

Attention was called by the writer of an article on “Police Court Report in The Times of June 4 to the characteristic types of prisoners and public in some of the London Police Courts. Aliens were specially indicated.

It is satisfactory, however, to know that the alien danger is certainly not greater now than it has been for some years past, and that in some respects the figures are reassuring. It does not need a long memory, says “The Times,” to recall the agitation led by the late Sir William Evans Gordon, then member for Sussex, against the unrestricted admission of persons of all nationalities. At that time, 10 or 12 years ago, the immigration of aliens was a matter of considerable alarm. London had reached alarming proportions. The concentration of East and was considered to be a menace to the British population, there residing, and had led to over-crowding of the worst description. The British residents were being pushed out, and their places taken by people whose standard of living and of comfort was of an inferior type. In well-informed quarters it was considered that this was what constituted the real danger, and not, as might be supposed from sporadic incidents, such as the running away of criminal Russians and the Sidney-street siege, the criminal tendencies of the population.

Since the passing of the Alien Act the situation has been considerably modified. During the eight years that the Act has been in operation there has been an almost continuous decline in the volume of immigration to the Port of London, especially to the regular immigrants from Russia. In 1903, for example, in the first year of the operation of the Act, a number of Russian immigrants into London was 4,629 out of a total of 10,289. In 1910 it was 2,463 out of a total of 4,018, and in 1913 it was 3,546 out of a total of 5,450. The increase in 1913, which followed a steady decline for the previous seven years, is attributed to prosperous trade in this country, which encouraged the working-class tailoring industry. This industry in the East-end of London is largely in the hands of Russians, nearly all of whom belong to the Jewish community.

#### THE CASE OF CHINATOWN.

The totals of aliens of the immigrant class entering the United Kingdom from European ports have also declined. The figures, which in 1903 were some 92,000, had fallen in 1910 to a little over 10,000, and have shown a rise in 1913 to a little over 22,000. The decrease can be specifically observed at a port like Grimsby, at which formerly arrived a considerable number of genuine immigrants, mostly of Russian nationality, and proceeding either to the large manufacturing towns in the North of England or to the Lancashire mines. The number of immigrants at Grimsby in 1903 was 2,586; in 1910 it had fallen to 884. In 1913, however, it had risen to 1,004, due to the fact that a certain number of Russians proceeding to London entered the country at that port.

A large proportion of the general immigration enters by the cross-Channel ports, principally Newhaven and Folkestone. It is very difficult to estimate its volume from year to year, as a large number of the immigrants claim to be tourists or travel second-class, and the information with regard to second-class passengers. This cross-Channel traffic is of the most miscellaneous description. All sorts and conditions of men, men and women of all countries, are included. The official interpreter at Folkestone claims 14 languages, but even this equipment is inadequate for him to cope with the situation at all times.

Many of these immigrants are waiters. One has only to realize the changing conditions of certain once fashionable residential quarters of London to understand the demand for the cheap foreign waiter. Many waiters formerly in private occupation are now converted into private butlers, a more dignified name, chosen by those who travel second-class, and the information with regard to second-class passengers.

This cross-Channel traffic is of the most miscellaneous description. All sorts and conditions of men, men and women of all countries, are included. The official interpreter at Folkestone claims 14 languages, but even this equipment is inadequate for him to cope with the situation at all times.

The menaces to British employment in this sphere have at length been recognized, and some steps have been taken to meet it both by English waiters themselves in the matter of organization and by class action instituted by the London County Council.

#### GROUNDED AFTER LAUNCH.

After being launched from the yard of Messrs. Barnard and Ferguson, Leith, secondly, the steamer Chakari, built for the British India Steam Navigation Company, drifted away from the tugs and drove ashore at Newhaven in a strong easterly gale. She lies in a bad position in the vicinity of several small rocks, and three tugs failed to float her off.

#### LOSING WEIGHT BY THE POUND

“Under Weight,” a condition of ill-health, shows your assimilative powers are decreasing.

#### WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy body building materials. Very palatable.

#### OF ALL CHEMISTS

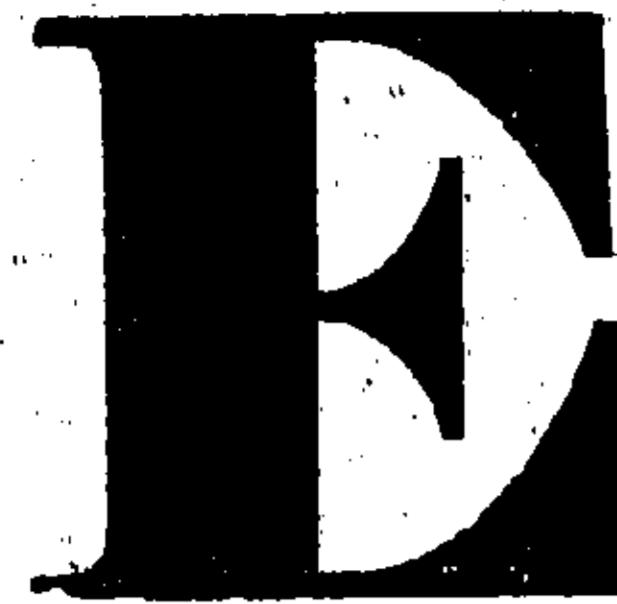
Payment: 10/- and 5/- 2/-

General Agents: General Agents

#### His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	I.H.P.	Commander	Last report
Alacrity	despatch-vessel	1650	2	2000	Comdr. Archibald Cochrane	Weihaiwei
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	200	Lt.-Comdr. V. R. Brandon	Weihaiwei
Britannia	river gunboat	711	2	900	Lt.-Comdr. Q. B. Preston-Thomas	Yangtze
Calamus	sloop	1070	4	1400	Capt. M. S. Fitzmaurice	Hongkong
Coolmer	torpedo boat destroyer	560	4	7300	Lieut.-Comdr. R. T. England	Yangtze
Cherub	water boat and tug	390	—	310	—	Weihaiwei
Clio	sloop	1070	4	1400	Comdr. Colin Mackenzie, D.S.C.	Hongkong
Fame	torpedo boat destroyer	550	4	7300	Comdr. Seymour	Yangtze
Hampshire	cruiser, 1st class	10,350	10	20,000	Lieut. C. M. Blackman	Weihaiwei
Jet	torpedo boat destroyer	161	4	7300	Lieut. Comdr. G. F. A. Mulock	Hongkong
Kennet	torpedo boat destroyer	161	4	7300	Lieut.-Comdr. F. A. H. Russell	Weihaiwei
Kinash	river gunboat	114	4	1200	Lieut.-Comdr. H. D. Marryat	Yangtze
Merlin	sloop	1340	—	—	Lieut.-Comdr. Gibson	Luban
Minotaur	cruiser, 1st class	14,600	25	27,000	Capt. M. P. Kidd	Weihaiwei
Moerchen	river gunboat	180	2	800	Lieut. Comdr. A. D. Dixon	West River
Newcastle	cruiser, 2nd class	4300	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	river gunboat	185	2	800	Lieut.-Comdr. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	380	—	1200	Lieut.-Comdr. R. W. Wilkinson	Weihaiwei
Rosario	depot ship, submarine	280	—	—	Lie	

The Finest Scotch!  
Watson's



Whisky.

A. S. WATSON & Co., Ltd.  
ALEXANDRA BUILDINGS.

THE DIARY.

General Memoranda.

SUNDAY, July 12.—Prince John's birthday (1905) (youngest child of King George and Queen Mary).  
9 a.m.—Excursion to Macau.

TUESDAY, July 14.—Taking of the Bastille, 1789—French National Festival.  
The Full Court of Appeal opened.  
2.30 p.m.—Auction of Furniture, etc., at Messrs. Hughes and Hough's.

WEDNESDAY, July 15.—St. Swithin's Day.  
11 a.m.—Auction of Gents' Rain Coats, Ladies' Shoes, etc., at Messrs. Hughes and Hough's.  
12.30 p.m.—Steam Laundry Co.'s Meeting.

SATURDAY, July 18.—3.15 p.m.—Third Gymkhana Meeting for the Season.

TUESDAY, July 21.—8.45 p.m.—Sanitary Board Meeting.

THURSDAY, July 23.—General Meeting of the Associated Portuguese de Socorros Mutuos.

MONDAY, July 27.—Now—Statutory Meeting of the Hongkong Central Estates Ltd.

TUESDAY, July 28.—Lady May's "At Home" at Mountain Lodge.  
Hongkong Stockbrokers' Settling Day.

WM. POWELL LTD. TELEPHONE 646  
SMART RAINCOATS UNEQUALLED FOR QUALITY STYLE FINISH PROOFING CALL AND SEE THEM HIGH-CLASS GENTS' OUTFITTERS

WE EXPRESS TO ANY ADDRESS

WE CLEAR, SHIP, PACK,  
CARRY, TRANSPORT,  
STORE AND INSURE  
TO ALL PARTS OF THE WORLD.

HONGKONG PARCEL EXPRESS AND  
STORAGE CO.

Tel. 1208

3 DUDDELL STREET.

THE CHINA MAIL  
TYphoon  
MAP and  
GUIDE

Enables one to locate the centre  
of a Typhoon.

MADE ON CARDBOARD AND  
TAPED FOR HANGING.

Price 40 Cents.

From the CHINA MAIL Office.

THE EDWARD DISPENSARY,  
C. KAMMING & Co., Ltd.  
Chemists and Druggists.

GREAT REDUCTIONS IN  
PHARMACEUTICALS.

PRESCRIPTIONS ACCURATELY  
DISPENSED.

Pure Drugs, Patent Medicines, &c.

2, Quay Road, HONGKONG.

Hongkong, July 22, 1914.

London "Daily News" are of peculiar interest. The Indian in question is one Laipat Rai who in the course of what appears to be an unprejudiced statement states that he very much doubts if Englishmen realise the full significance of the attempts of the Hindus aboard the *Kumagata Maru* to enter Western Columbia in exercise of their rights of British citizenship. The first thing to note, he says, is that these Hindus are Sikhs, the descendants, compatriots and co-religionists of those who saved His Majesty's Empire in the time of England's greatest peril in India, viz., in 1857. But for the loyalty and the bravery of the Sikhs one shudders to think what the fate of the Empire would have been. Possibly, may probably that Empire would have been lost. Then the Sikhs have shed their blood for the Empire in Egypt, in the Sudan, in China, in Abyssinia, and in Burmah, and it is from their ranks that a considerable part of His Majesty's Indian Army is recruited. Some of your best generals have called them the "flower of the Indian Army." They have been and are believed to be without the taint of sedition, and any educated Indian supposed to be agitating among them receives the severest (sometimes the most summary) punishment which is in the power of the Government of India to inflict. The mere suspicion of such a thing as agitation among the Sikhs raises the direst anger of the British official in the Punjab, and justifies the harshest measures of repression, such as were adopted in 1907. Yet here we are on the threshold of a great agitation among the Sikhs, the responsibility of which cannot be traced, even by a stretch of imagination, to any "agitator." The fact is that the British Government in India is on the horns of a dilemma. They want the Indians to believe that they are the equal subjects of the King, but when the former claim their rights as such, they believe as though they have neither the power nor the desire to secure the same for them. Perhaps it is not so much the fault of the Government in India as of those statesmen who have to reconcile their professions and principles of Liberalism with their policy of subjection. There is no half-way house between democracy and despotism. So long as India is governed from Whitehall and is not free to retaliate, the difficulty with which the Government is face to face in Canada will not be removed. The desire, the ambition, and the necessity of claiming the rights of British citizenship is no longer confined to educated Indians, but is permeating through the uneducated classes and even the masses. The unlimited competition of the foreigner in the trade and service markets of India leaves them no other choice. The Indian labourer has so far been exploited for the benefit of the British Colonies under the most degrading and humiliating conditions. It has, however, done him one good: it has brought him the consciousness of his value as a worker. But just when he awakes to this consciousness he finds that there is no room for him in the world. At home his wages are despicable, and he can hardly live a decent life on those wages. Even the Government sweats him; when permanently employed in Government offices his wages ordinarily range from 2s. a week to 4s. or 5s. a week. When skilled and educated, he finds that most of the good places are held by the foreigner. Every riff-raff of a European, not to speak of British Colonials, has free admittance into India, and a large number of German, Italian, French, and American mechanics and engineers find employment in Government establishments and industrial concerns, while a great many skilled Indians, some of them educated in the best technical institutions in India, England, and America remain unemployed, or have to be contented with very inferior positions. He thus suffers doubly. His country is open to the competition of the whole world, while he is deprived of admittance even into parts of the British dominions. Is it a wonder that he has begun to complain that if he had a Government of his own at his back, the world would not treat him thus? He feels helpless and friendless. To my mind, the remedy lies in giving

SOCIAL AND PERSONAL.

Major C. W. Davy, R.E., has been granted leave to visit the neighbouring countries from August 8 to October 20.

Captain F. H. Stewart, Indian Medical Service, has been appointed to medical charge of the 24th Hazam Mountain Battery, vice Captain D. Arthur, I.M.S., to India.

The death has occurred at Walker Hospital, Simla, after an operation for appendicitis, of Mr. Chen, Secretary to the Chinese Plenipotentiary in connection with the Tibet negotiations. Mr. Ivan Chen is having the body embalmed to be sent to China for interment.

The cross of the Legion of Honour has been conferred upon Dr. H. Y. King, director of the Chinli Medical College. The recipient and staff of the College were received at the French Consulate when Mons. Bourgeois, with the usual ceremony, decorated this clever Chinese doctor. Dr. Watt, of the same College who is also a commander of the order, assisted at the ceremony.

Mr. William Henry Stone, Adviser to the Department of Communications in Tokyo, has been decorated by the Emperor of Japan with the First-Class Order of Merit in appreciation of services rendered in developing the means of communication, and especially in the acquisition of the privilege of laying a cable between Japan and Shanghai, which has hitherto been monopolized by the Great Northern Telegraph Company. Mr. Stone is a relative of Mr. P. E. F. Stone, of Kowloon.

NEWS OF THE DAY.

Messrs. Painting, Williams and Raich yesterday arrived by the a.s. Nile from Home to recruit for the Hongkong Constabulary.

The body of the seaman who fell from the a.s. On Lee into the water, when endeavouring to jump from the vessel on to the wharf, has been found and removed to the Kowloon Mortuary.

The wreck of the China Commercial S.N. Co.'s steamer *Tuckuy*, which founder off Reef Island in November 1913 with the loss of 174 lives, has been sold to a salvage company at Dairen which has commenced operations for raising the vessel.

G. F. Sai To, a curio dealer of 24, Des Voeux Road Central, has reported to the Police that yesterday morning a four crepe shirts worth 8s. and a piece of jade valued at \$50, were stolen from his room.

Asking for an early day to be fixed for a Summary Court action a solicitor informed the *Puisne Judge* that some cows had been attacked by the solicitor on the other side, and expenses were mounting up. His Lordship's advice was that the animals should be sold.

One of the largest floating docks in the world, costing £400,000 and capable of carrying a vessel of 40,000 tons, has been launched at Nicolsdoff. It was constructed under the supervision of a representative of Messrs. Swan, Hunter, and Wigham Richardson, of Newcastle-on-Tyne, and will probably be stationed at Sebastopol.

In a printed reply to Lord Charles Beresford, Mr. Winston Churchill has published a list of British warships, built or building, dependent upon oil solely as a fuel, and a supplementary list of the vessels fitted to burn oil as auxiliary to coal. The vessels entirely dependent upon oil include five battleships of the Queen Elizabeth class, also the battle-cruiser *Tiger*, 18 light cruisers, 109 destroyers, and 86 torpedo boats. The vessels fitted to use oil as an auxiliary total 43 battleships, 17 battle-cruisers, 22 light cruisers, and several smaller boats partly fitted.

At a meeting of the committee of management of the *edet* ship *Conway*, which the Mercantile Marine Service Association keeps in the Mersey to train young officers, communication was read from Major H. Maitland Kersey, manager of the ocean service of the Canadian Pacific Railway Company, offering ten competitive scholarships for cadets, on condition that those who hold them undertake to join the Canadian Pacific service, either on leaving the *Conway* or on completion of twelve months' training in the navy as reserve midshipmen. The offer was accepted, and the chairman (Mr. G. D. Killey) expressed the hope that other steamship owners would follow this example.

It is intended to build a steamship at Belfast which will eclipse in size and tonnage either the *Vestland* or her sister ship the *Panama*, now being built in Germany. Lord Piero and the Belfast Harbour Commissioners have arrived at an understanding regarding the dredging of Belfast Lough, channel to a considerable additional depth, and it is estimated that the vessel, which is to be one of 50,000 tons, will be under construction.

The tonnages of the five largest existing liners, those of the *Britannia* and *Vestland*, being approximately, are as follows:

NEWS OF THE DAY.

LOCAL AND GENERAL.

The U. S. S. *Wilmington* sailed this morning.

The 7th Punjab will furnish the King's Park picket next week.

Gun practice will be carried out by the military on July 14, from Pakshawan, in a N.E. to N. direction, from 8 p.m. to 10 p.m.

Seven dollars worth of clothing, a bangle valued at \$12 and \$14 in money were yesterday stolen from a married woman's quarters at 118 Shanghai Street, Yau Ma Tei.

The Colonial Treasurer proceeded against eleven persons in respect of arrears of rates in the Summary Court to-day. In three cases the amount outstanding was 45 cents, and in two others 35 cents.

"If your Lordship will fix an early date for the hearing we may be able to force something out of this unfeeling ruffian" said the solicitor for the plaintiff in a Summary Court action on to-day's list.

The Chinese cruiser *Lienching* collided with a cargo boat laden with beamak off the P. & O. jetty on June 29. The boat attempted to cross her bows and was capsized, the beamak being thrown into the river. Sampans in the vicinity came to the rescue and all the crew were saved, but a large part of the cargo was lost.

In addition to the steamer *Tungchow*, which has been placed on the Tsinian run, and the vessel built at home which is now on her way from Japan to Vladivostok, for the China Navigation Company, it is reported that one more ship is being laid down at home, and two at the Taikoo Yard for the Company's service.

The installation has been completed by the Yelchamha Harbour authorities at the New Custom Compound of a fifty ton crane of the "hammer" type which has been constructed by Messrs. Cowen, Seddon and Co. of England. The crane is 94 feet in height and occupies a base of 110 feet. The cost, including installation, has been £10,000.

While lying in the stream at Newchuan on June 26, the C.N. steamer *Keeling* was visited by thieves who entered the cabin of the chief officer while he slept and made off with clothing and jewellery to the value of over £200. No trace of the thief has been found and a close investigation of the quartermasters who were supposed to be on watch proved that the watch must have been negligently kept.

The Pacific Freight Conference, which was patched up last summer after the defection of the Blue Funnel Company which claimed the right, during the season, to make independent terms for itself, is now again threatened with disruption, says "Shipping and Engineering," the same company having declined to bind itself by the terms of the conference. Notice to this effect was served by the agents at Yokohama last month, and it is feared that rate cutting will cause which will end the conference.

One of the largest floating docks in the world, costing £400,000 and capable of carrying a vessel of 40,000 tons, has been launched at Nicolsdoff. It was constructed under the supervision of a representative of Messrs. Swan, Hunter, and Wigham Richardson, of Newcastle-on-Tyne, and will probably be stationed at Sebastopol.

In a printed reply to Lord Charles Beresford, Mr. Winston Churchill has published a list of British warships, built or building, dependent upon oil solely as a fuel, and a supplementary list of the vessels fitted to burn oil as auxiliary to coal. The vessels entirely dependent upon oil include five battleships of the Queen Elizabeth class, also the battle-cruiser *Tiger*, 18 light cruisers, 109 destroyers, and 86 torpedo boats. The vessels fitted to use oil as an auxiliary total 43 battleships, 17 battle-cruisers, 22 light cruisers, and several smaller boats partly fitted.

At a meeting of the committee of management of the *edet* ship *Conway*, which the Mercantile Marine Service Association keeps in the Mersey to train young officers, communication was read from Major H. Maitland Kersey, manager of the ocean service of the Canadian Pacific Railway Company, offering ten competitive scholarships for cadets, on condition that those who hold them undertake to join the Canadian Pacific service, either on leaving the *Conway* or on completion of twelve months' training in the navy as reserve midshipmen. The offer was accepted, and the chairman (Mr. G. D. Killey) expressed the hope that other steamship owners would follow this example.

It is intended to build a steamship at Belfast which will eclipse in size and tonnage either the *Vestland* or her sister ship the *Panama*, now being built in Germany. Lord Piero and the Belfast Harbour Commissioners have arrived at an understanding regarding the dredging of Belfast Lough, channel to a considerable additional depth, and it is estimated that the vessel, which is to be one of 50,000 tons, will be under construction.

The tonnages of the five largest existing liners, those of the *Britannia* and *Vestland*, being approximately, are as follows:

Tons gross.  
Hamburg-American Line, 55,000.  
Do. Imperator, 52,771.  
White Star Britannia, 50,000.  
Cunard Liner, 46,000.  
White Star Olympic, 46,000.

THE GYMKHANA POSTPONED.

COURSE DAMAGED BY HEAVY RAINS.

The Gymkhana, the third of the season, arranged by the Hongkong Gymkhana Club, to be held at the Race Course, Happy Valley, tomorrow afternoon, has been postponed to Saturday, 13th inst., partly on account of the threatening weather and an uncertainty as to whether it really means to clear up or not, and partly on account of the condition of the course. Several parts of the grass track are under repair having been damaged by the recent heavy rains, while on other parts there is still quite a quantity of water, especially at the bends, which makes racing on such a course positively dangerous.

[Our notes and tips (especially written for the "China Mail") are being held over till next week.—Ed.]

KOWLOON CRICKET CLUB.

PAVILION SCHEME DEFERRED.

At an extraordinary general meeting of members of the Kowloon Cricket Club last evening the scheme for the erection of a new club pavilion, at a cost of \$10,000, of which it was proposed to spend \$5,000 at once, was discussed and found little support.

The advocates of the scheme pointed out that better dressing and store accommodation is needed by the golfing members, and that with the recent influx of ladies a dressing room is also needed for their use.

In view of the serviceable nature of the present club house and the large debt which would be entailed by the adoption of the scheme it was eventually decided, after the original proposals had been overwhelmingly defeated, to take expert advice as to the cost of extending the building to provide the extra accommodation needed.

"DUMPING" DURING A STORM

Two Chinese at Mo Ti village were yesterday observed struggling with the dead body of a clasmann, whom they were removing from a house apparently to dump amongst some bushes close at hand. During the operation there was a violent rainstorm, and an Indian constable who was watching the men's movements advanced to make an investigation. On seeing the officer approaching the men bolted. The Indian followed in hot pursuit and arrested one of the men. This morning before Mr. Wood was charged with removing a dead body without a permit, otherwise known as "dumping."

[Inspector Gerrard asked for a three days' remand to give the police an opportunity of arresting the man who escaped. The application was granted.

Major C. W. Davy, R.E., is president of a District Court-Martial which assembled at the Court-Martial Room, Scandal Point, to-morrow at 10 a.m.

An Indian fireman was picked up at sea by the P. and O. steamer *Marmora* shortly before reaching Colombo, who had fallen overboard from the *Anchor Line* steamer *Bengal* eighteen hours before.

The Russian East Asiatic Steamship Company intends to double its capital, by the issue of new shares for 3,000,000 roubles. This additional capital, it is declared, is to be used for extending the company's fleet.

Up to the present time the Chinese Customs have only accepted foreign bank notes and dollars. The "Echo de Tientsin" states that henceforth the notes of the Bank of Communications will be accepted.

The new Cunarder *Aquitania* on her maiden run across the Atlantic made a distance of 475 miles, an average speed of 23.17 knots per hour. Later on in a day's run from noon to noon, she covered 602 miles at an average speed of 24.25 which was her best day's run.

Two of the new railcars ordered by the Shanghai Electric and Construction Co., Ltd., arrived from England last week. Seven in all are to be placed on the streets of the Settlement and the official opening will not take place for several months yet, as while two more will arrive in about a month's time, the date of the landing of the remaining three is as yet not known.

The master of the *Kwong Wong* ship, Mr. McIlmure, was charged before the magistrate at Belfast which will be held on July 12, with being in illegal possession of a Mauser revolver, which was found by Detective-Sergeant Willis in an open box on the second floor in the defendant's presence.

Defendant said the box belonged to the shop, but he had no idea who owned the weapon.

Mr. McIlmure imposed a fine of \$10.

CAUSES AND CURE FOR DIARRHOEA.

VEREATING, a change in the temperature, turpentine fruit, and impure water are some of the causes of diarrhoea. Chamomile, Colic, Cholera and Diarrhoea Remedy needs no glaring headline to attract the public eye. The simple statement that all

## BY TELEGRAPH. BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## ALBANIA'S TROUBLES.

LONDON, July 10. A telegram from The Hague states that the Epirote has captured Korytza and that the Dutch officers are safe and are en route to Valona.

Reuter's correspondent at Athens states that after three days' fighting the Epirote routed the Albanians at Korytza.

The town is orderly and the inhabitants gave the liberators an ovation.

## THE IRISH PROBLEM.

## OMINOUS SITUATION IN ULMER.

LONDON, July 10. Lord Stamfordham, the King's Private Secretary, visited Mr. Asquith at Downing Street. General Macready, commanding the Forces in Ulster, has also been a frequent visitor at the War Office and has occasionally visited Mr. Asquith.

The Ulster Unionists have issued a statement in Belfast to the effect that to-morrow's meeting of the Ulster Unionist Council will be held as a meeting of the Provisional Government, as they will thus have wider powers.

In addition to this, Captain Craig, in reading a statement to Pressmen, said that the first time Sir Edward Carson summoned a special meeting of the Government had hinted that serious action was contemplated. As they had private information, he could state that the situation was as black as it could be. The Ulster volunteers now numbered over 100,000; and they would enter any further forward movement with the same confidence as in the past.

On landing in Belfast to-morrow Sir E. Carson will be met and escorted by 400 volunteers with fixed bayonets.

## THE PROVISIONAL CONSTITUTION.

The statement proceeds to give the preamble of the Provisional Constitution which declares that the object thereof is to exercise all the powers which withdrawal direct from the Imperial Government by Ulster would render necessary for the maintenance of peace, order and good government. The laws now in force for the protection of the people's liberties by such powers are only exercisable in allegiance to the King and for the purpose of preserving Ulster as an integral part of the United Kingdom. The authority of the Irish Parliament will not be recognised by Ulster.

## Renewed Anxiety.

Another telegram states that there is greatly renewed anxiety regarding the Ulster problem. The Ulsterites are very active in view of July 12 demonstrations, and preparations are being made to form a Belfast Mounted Corps of Police and arming them with ball cartridges.

## Cartridges in Cement.

The Customs officials to-day seized from a steamer 240 sacks of cement filled with cartridges.

## Nationalist and Ulster Volunteers.

In the House of Commons Mr. Birrell, the Chief Secretary for Ireland, said the Nationalist volunteers now numbered 132,000 and the Ulster volunteers 85,000.

## THE LORDS AND THE AMENDING BILL.

LONDON, July 10. The House of Lords have concluded the Committee stage of the Amending Bill and will proceed with the third reading on the 14th inst. The measure will then be returned to the House of Commons, but it is doubtful if the latter will deal with it before August 6, owing to pressure of financial business.

## CAN YOU AFFORD THE RISK?

WE see you ever soiled with a severe attack of damp colds or diarrhoea without a bottle of Chamberlain's Colic, Cholera, and Diarrhoea Remedy. In the provinces of Kiangsu, Chekiang, Kiangsi and Anhui have been worked out by the President to form one of the new military districts. Peking Kwok Chong has been placed in chief command, with Li Shun, the chief command, with Li Shun, as assistant general.

## BY TELEGRAPH. BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## GERMAN NAVAL AFFAIRS.

## REPORTS OF FRESH TAXATION.

LONDON, July 10. A telegram from Berlin states that the papers give prominence to reports of fresh taxation in view of the increase of the personnel of the Navy and the number of armoured cruisers on foreign Service.

The "Vorwärts" (Socialist organ) states that the milliard marks war levy in 1913 has resulted in a deficit of 200,000 marks.

## THE SUEZ CANAL.

## MAXIMUM DRAFT FOR SHIPS.

LONDON, July 10. A telegram from Paris states that from January next the maximum draft of ships passing through the Canal will be thirty feet.

## MEXICAN AFFAIRS.

LONDON, July 10. A telegram from Vera Cruz states that Rear-Admiral Cradock has gone to Mexico City to confer with Sir Lionel Carden, the British Minister, regarding, it is believed, the advisability of sending a guard to the Legation.

## Rebels Capture Guadalajara.

A telegram from Nogales states that the rebels, under General Obregon, have captured Guadalajara, the second largest city in Mexico.

## AUSTRIA AND SERVIA.

## BAD FEELING BREWING.

LONDON, July 10. A telegram from Berlin states that the "Lokalzeitung" in an inspired article, states that if the responsibility for the murders at Sarajevo is brought home to the Servians, Austria will have the support of the civilised world, especially of Germany, in demanding justice from Belgrade.

A telegram from Paris states that the "Temps" says that Austrian troops are concentrating on the frontier.

The Vienna "Neue Wiener Abendblatt" states that representations will shortly be made to Belgrade with a view to the punishment of those accessory to the assassinations and the removal of the abuses which precede neighbourly Austro-Serbian intercourse.

## (Wah Tse Yat Po's Service.)

## FIRE IN A PALACE.

PEKING, July 10. A couple of days ago a fire broke out in the palace of the late Emperor Hsun Tung and a few buildings were destroyed.

## MONGOLS DEFEATED.

PEKING, July 10. The Mongolian rebels have fled after a defeat inflicted by the Chinese troops. The Princes in the vicinity of Tandu are inclined to become loyal.

## DOCK FOR HANKOW.

PEKING, July 10. The Naval Department intends to construct a naval repair dock at Hankow.

## ASSISTING WHITE WOLF.

PEKING, July 10. The authorities have discovered that a rich man, a native of Shensi, has been assisting White Wolf financially for some time. On the discovery of his disloyalty the man fled to the Russian boundary with a large number of outlaws, who will endeavour to join the Wolf.

## TIBET'S DEMANDS.

PEKING, July 10. Tibet demands the evacuation of Hsung-ching by the Chinese troops.

## DON'T NEGLECT YOUR FAMILY.

PEKING, July 10. The provinces of Kiangsu, Chekiang, Kiangsi and Anhui have been worked out by the President to form one of the new military districts. Peking Kwok Chong has been placed in chief command, with Li Shun, the chief command, with Li Shun, as assistant general.

## A SMART CAPTURE.

## LADY MAY'S WATCH OFFERED IN PAWN.

The Wanchai police effected a smart capture last night, when they arrested a Chinese who attempted to pawn Lady May's gold watch and chain, stolen recently from Government House. The man had previously gone to the shop and pledged a gold monogram pendant and chain, the property of one of the nurses at Victoria Hospital, the Peak. The pawnbroker being suspicious mentioned the fact to the police and when prisoner called again and handed over the fountain Lady May's watch, he was detained and arrested.

Inspector McHardy said that the prisoner might be remanded in police custody for a week. He explained that prisoner had only been charged in respect of the pendant as the watch had not yet been identified.

Prisoner admitted to Mr. Wood that he stole the articles.

The remand was granted.

Prisoner was stated to have been employed at Government House as a carpenter, but he was now out of employment.

## THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st July, 1914.

## CITY AND HILL DISTRICT WATER WORKS

## LEVEL

TYTAN	1914	1913
below overflow	10 ft. 9 in. below overflow	10 ft. 9 in. below overflow
Tytan Bysouth 2 ft.	13 ft. 1 in. below overflow	13 ft. 1 in. below overflow
Tytan Intermediate 2 ft. 6 in. below overflow	10 ft. 4 in. below overflow	10 ft. 4 in. below overflow
Porklum, 1 ft. 6 in. below overflow	9 ft. 10 in. above overflow	9 ft. 10 in. above overflow
Wong Nei Chung, 1 ft.	9 ft. 7 in. above overflow	9 ft. 7 in. above overflow
Wong Nei Chung, 1 ft.	9 ft. 7 in. above overflow	9 ft. 7 in. above overflow
Total	58,602	58,118

Consumption of water in the City and Hill District during the month of June 1914.

In millions of gallons.

TYTAN

TYTAN	1914	1913
Consumption	112,32	113,34
Population	25,410	25,719
Consumption per head	4.45	4.43
per day	14.7	13.3

In the month of June 1913 houses services in the Bider Main districts were supplied by public street fountains; also in 1914 but only up to the 28th of June and Rider Main supply from 29th to 30th inclusive.

## KOWLOON WATER WORKS LEVEL.

KOWLOON WATER WORKS LEVEL.

TYTAN

TYTAN	1914	1913
below overflow	9 ft. 2 in. below overflow	9 ft. 10 in. below overflow
Tytan Bysouth 2 ft.	13 ft. 1 in. below overflow	13 ft. 1 in. below overflow
Tytan Intermediate 2 ft. 6 in. below overflow	10 ft. 4 in. below overflow	10 ft. 4 in. below overflow
Porklum, 1 ft. 6 in. below overflow	9 ft. 10 in. above overflow	9 ft. 10 in. above overflow
Wong Nei Chung, 1 ft.	9 ft. 7 in. above overflow	9 ft. 7 in. above overflow
Wong Nei Chung, 1 ft.	9 ft. 7 in. above overflow	9 ft. 7 in. above overflow
Total	58,602	58,118

Consumption of water in the City and Hill District during the month of June 1914.

In millions of gallons.

TYTAN

TYTAN	1914	1913
Consumption	112,32	113,34
Population	25,410	25,719
Consumption per head	4.45	4.43
per day	14.7	13.3

In the month of June 1913 houses services in the Bider Main districts were supplied by public street fountains; also in 1914 but only up to the 28th of June and Rider Main supply from 29th to 30th inclusive.

## KOWLOON WATER WORKS LEVEL.

KOWLOON WATER WORKS LEVEL.

TYTAN

TYTAN	1914	1913
below overflow	9 ft. 2 in. below overflow	9 ft. 10 in. below overflow
Tytan Bysouth 2 ft.	13 ft. 1 in. below overflow	13 ft. 1 in. below overflow
Tytan Intermediate 2 ft. 6 in. below overflow	10 ft. 4 in. below overflow	10 ft. 4 in. below overflow
Porklum, 1 ft. 6 in. below overflow	9 ft. 10 in. above overflow	9 ft. 10 in. above overflow
Wong Nei Chung, 1 ft.	9 ft. 7 in. above overflow	9 ft. 7 in. above overflow
Wong Nei Chung, 1 ft.	9 ft. 7 in. above overflow	9 ft. 7 in. above overflow
Total	58,602	58,118

Consumption of water in the City and Hill District during the month of June 1914.

In millions of gallons.

TYTAN

TYTAN	1914	1913
Consumption	112,32	113,34
Population	25,410	25,719
Consumption per head	4.45	4.43
per day	14.7	13.3

In the month of June 1913 houses services in the

## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

STEAMERS	To SAIL	REMAINS
SHANGHAI, MOJI, KOBE & YOKOHAMA	11th July.	Freight and Passage.
SHANGHAI	16th July.	Freight and Passage.
DEVANHA	16th July.	Freight and Passage.
LONDON, via URGENT PORTS (ASSAYE), ODELL, & ANWERP	18th July.	Advertised.
MANILA, CEBU & ILOILO	22nd July.	Freight and Passage.
ALL the above steamers are fitted with Wireless Telegraphy.		
P. & O. S. N. Co.'s Office.		

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.  
VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.  
PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## FOR VANCOUVER.

From Hongkong.

EMPERESS OF INDIA	WEDNESDAY, July 22.
EMPERESS OF ASIA	WEDNESDAY, Aug. 5.
EMPERESS OF JAPAN	WEDNESDAY, Aug. 19.
EMPERESS OF RUSSIA	WEDNESDAY, Sept. 2.
MONTAGUE	WEDNESDAY, Sept. 9.

Steamships leave HONGKONG at 12.00 Noon.

The \*EMPERESS OF RUSSIA and \*EMPERESS OF ASIA are now quadruple-screw 31 knot turbine steamers of 18,850 tons gross—30,635 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

## PASSAGE RATES, HONGKONG TO LONDON

EMPERESS OF RUSSIA	Optional Atlantic Port £71.10.
EMPERESS OF ASIA	do do £85.
EMPERESS OF INDIA	do do £85.
EMPERESS OF JAPAN	do do £85.

MONTAGUE—intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port £43.

Meals and sleeping car across Canada not included in any or above rates. If required such will cost £6 additional.

Passengers purchasing Trans-Pacific Round Trip Passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed Stop Over privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,  
Corner Fetter Street and Frys (opposite Blake Pier).

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRAI, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS.

From Hongkong. Connecting with "GUJARAT" 17th August.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRAI, TELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indemnity offered, and according the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILINGS.

From Hongkong. "SALAMIS" About 24th of July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.  
MANAGING AGENTS.

## HONGKONG—NEW YORK.

REGULAR SAILINGS VIA PORTS and SUEZ CANAL.  
(With liberty to call at the Malabar Coast).

FOR BOSTON &amp; NEW YORK.

S.S. MUNCASTER CASTLE on or about 16th July.

For Freight &amp; further particulars, apply to

DODWELL &amp; CO., LTD., Agents.

## NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO. LTD.

## INDO-CHINA STEAM NAVIGATION CO. LTD.

Proposed Sailing from Hongkong

Cables from Hongkong. On or about. Connected at Calcutta with on or about.

TAKADA KUTSANG July 11. "UMHLOTT" 2 August.

For Freight and further particulars apply to

DODWELL &amp; CO., LTD., Agents.

## THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore

Batavia, Samarang and Sourabaya.

Calling

S.S. BANRI MARU, For Spore, Batavia, C'bo, Samarang &amp; Sourabaya 22nd July.

S.S. RIOJUN MARU, For Moji &amp; Kobe 23rd July.

S.S. HORUTO MARU, For Spore, Batavia, C'bo, Samarang &amp; Sourabaya 23rd July.

S.S. BANRI MARU, For Moji &amp; Kobe 23rd July.

S.S. RIOJUN MARU, For Spore, Batavia, C'bo, Samarang &amp; Sourabaya 23rd July.

For Freight or Passage apply to

DODWELL &amp; CO., LTD., Agents.

## SHIPPING

## PACIFIC MAIL S.S.CO.

## MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27,000 tons. MANCHURIA 27,000 tons.

KOREA 18,000 tons. SIBERIA 18,000 tons.

CHINA 12,000 tons. NILE 10,000 tons.

PERSIA 8,000 tons.

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

S.S. PERSIA (via Manila), Sailing Saturday, 11th July, 1 p.m.

S.S. KOREA (via Manila), SUNDAY, 12th July, 1 p.m.

S.S. CHINA (via Manila), TUESDAY, 14th July, 1 p.m.

S.S. NILE (via Manila), TUESDAY, 14th July, 1 p.m.

S.S. MANILA (via Manila), TUESDAY, 14th July, 1 p.m.

S.S. SHANGHAI AND TSINGTAU LINE. The Twin Screw Steamers "Anhai", "Chenkuo", "Shingching" and the s.s. "Kangshou", "Liangchow", "Linchow", and "Yingchow", having excellent accommodation with Electric Light throughout and Electric Motors in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsin-tau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconveniences of transhipment at Woosung.

REDUCED FARES.—

Hongkong to Shanghai—Single \$45. Return \$75.

Hongkong to Tsin-tau—Single \$75. Return \$125.

For Freight or Passage apply to

R. C. MORTON, Agent,  
King's Building (opposite Blake Pier). Telephone No. 111.

Telephone No. 36.

## SHIPPING

## CHINA NAVIGATION CO. LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI	CHI-FOO & TSINTSEN	July 12, Daylight.
SHANGHAI & TSINGTAU	CHINAN	July 12, at 4 p.m.
SHANGHAI	TSINGTAO	July 14, at 2 a.m.
MANILA, CEBU & ILOILO	TAMIS	July 14, at 4 p.m.
PANAY, HAIPHONG	SUNGKANG	July 15, at 4 p.m.
SHANGHAI	LUCHOW	July 16, at 4 p.m.
SHANGHAI & TSINGTAU	YINGCHOW	July 18, at 12 m.
MANILA, CEBU & ILOILO	TEAN	July 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "MANUL".

S.S. "MANILA LINE". Twin Screw Steamers "Chinna", "Taming", "Tean" &amp; "Tuan" maintain a schedule on the Yangtze and Tsin-tau.

S.S. "SHANGHAI AND TSINGTAU LINE". The Twin Screw Steamers "Anhai", "Chenkuo", "Shingching" and the s.s. "Kangshou", "Liangchow", "Linchow", and "Yingchow", having excellent accommodation with Electric Light throughout and Electric Motors in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsin-tau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconveniences of transhipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE, Agents.

Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO. LTD.

## PROJECTED SAILINGS FROM HONGKONG

## (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAU	ESANG	SATURDAY, July 11, at Noon.
SINGAPORE, SOUTHERN & SAMARANG	CHUNSHANG	SATURDAY, July 11, at 2 p.m.
MANILA	YUEN-SANG	SATURDAY, July 11, at 9 p.m.
TIENTHIN	CHONGMING	TUESDAY, July 14, at 10 a.m.
SHANGHAI, KOBE & MOJI	LI-SANG	TUESDAY, July 14, at Noon.
SINGAPORE, PENANG & CALICUTTA	KUTSANG	WEDNESDAY, July 15, at Noon.
MANILA	LOONG-SANG	SATURDAY, July 18, at 2 p.m.

RETURN TOURS TO JAPAN.

THE steamers "Kutong", "Nanlung" &amp; "Loisong" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 90 days. This service is supplemented by the "Fukien", "Kwangtung", "Loi", "Kaiting" and "Sutung" leaving Hongkong at regular intervals for Moji, Kobe &amp; Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tsin-tau, Dairen, Weihsien &amp; Tsin-tau.

Taking cargo on through Bills of Lading to Kudat, Lahad Datu, Simpang, Tawau, Usukan, Jesselton and Labuan.

## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

## FOR MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI &amp; THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer Leaves MOROCCO	STEAMERS Leave COLOMBO	Leave SHANG- HAI	Leave HONG- KONG	Connecting Steamer from MOROCCO and LONDON	Due at MARMAR- IAS	Due at PENINSUL- AR	Due at LONDON
p.m.		p.m.	noon				
June 25	HIMALAYA	June 30th	July 1st	MOLDAVA	Saturday	Friday	
July 3	ASSAYA	July 14	July 15	MEDINA	Aug. 1	Aug. 21	
July 22	DEVANHA	July 29	Aug. 1	IMONGOLIA	Aug. 15	Sept. 4	
Aug. 5	DELTA	Aug. 11	Aug. 12	15MONGPT	Sept. 13	Sept. 18	
Aug. 20	HIMALAYA	Aug. 29	Sept. 1	29MALWA	Sept. 26	Oct. 2	
Sept. 3	ARCADIA	Sept. 8	Sept. 9	12MOREA	Oct. 10	Oct. 16	
Sept. 17	ASSAYA	Sept. 26	Sept. 27	26MATAJA	Oct. 23	Oct. 29	
Oct. 1	DEVANHA	Oct. 6	Oct. 7	10MOULTAAN	Nov. 5	Nov. 12	

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers from Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3:35 p.m. on Saturday.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:

LONDON.	
1st. SALOON "A"	Accommodation SINGLE £65. RETURN £97.
2nd SALOON "A"	£59. £89.
" " " " B "	£44. £64.
" " " " B "	£40. £60.
MARSEILLES.	
1st SALOON "A"	Accommodation SINGLE £81. RETURN £91.
" " " " B "	£55. £83.
" " " " B "	£49. £63.
" " " " B "	£38. £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS  
WILL LEAVE FOR

## LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

STEAMERS	Leave YAHIA	Leave SHANGHAI	Leave HONG- KONG	Leave SINGAPORE	Due at MARMAR- IAS	Due at LONDON
KEVYRE	about	about	about	about	about	about
NAGOYA	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
SYRIA	July 7	July 13	July 23	Aug. 23	Sept. 6	
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	
SYRIA	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
GARDENIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NUBIA	Sept. 25	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 29

† New Steamer. These Steamers call also at PORT SWEETENHAM, PENANG, and COLOMBO.

FARES TO LONDON.

1st SALOON 250 SINGLE £75 RETURN £105.

2nd SALOON 235 £52

FARES TO MARSEILLES:

1st. Saloon £45 Single.

2nd. Saloon £23

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,  
Superintendent.

NORDDEUTSCHER LLOYD,  
B R E M E N

## IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TONS TO SAIL

MANILA, ANGAR, YAP, PRINZ SIGISMUND, MABONN, NEWGUINEA, SAMARAI, BRISBANE,		PRINZ WALDEMAR,	SATURDAY.
Cap. A. Hurting,	(5,000)	Cap. O. Jurany,	Aug. 1.
KOBE			THURSDAY.
PRINZ WALDEMAR,	(8,100)		22nd July.
JESSELTON, KUDAT AND BORNEO,			TUESDAY,
SANDAKAN			14th July.
			at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Telefunken

## FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

## OUTWARD

## HOMeward

Steamship	about		
	1914		
GOETTINGEN	19th July.		
		For Dusseldorf, Rotterdam and Bremen:	
		S.S. TUEBINGEN	about middle of September.
TUEBINGEN	3rd August.		

For further particulars apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS.

Telephone No. 292.

GENERAL AGENTS.

# Chs. J. Gaupp & Co., WATCHMAKERS & JEWELLERS.

HIGHEST QUALITY ENGLISH JEWELLERY.

Nautical and Surveying Instruments.

ZEISS Prism Binoculars.

Gold and Silver Watches by best ENGLISH, SWISS &amp; AMERICAN makers.

SILVER and PRINCE'S PLATE WARE from MAPPIN &amp; WEBB, Ltd., LONDON.

ALEXANDRA BUILDINGS, CHATER ROAD.

## WEEKLY NEWS FOR HOME

## The Overland China Mail

## FULL REPORTS.

## LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at home.

Price \$14 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

THE CHINA MAIL Ltd., Wyndham Street.

## STEAMERS PASSED SUEZ CANAL

June 16, Puritan.  
 June 19, China, Hector, Kaga Maru, Denoumo, Den of Kali, Benyamin.  
 June 2, Dunbar, Inverclyde.  
 June 26, Göttingen, Neleus.  
 June 30, Andalucia, Bellophon, Renown, Malta, Habsburg.  
 July 3, Astoria, Brixaria, Oana, Socira York, Arabus, Chalder.  
 July 7, Kamo Maru, Almari, Indra, Princ Ludovic, Nordenay, Paul Lecat, Aragon, Sthorn, Sthorn.

## ROYAL OBSERVATORY HONGKONG DAILY WEATHER REPORT

JULY 10, 1914—A.M.

Station.	Hour.	Barometric Pressure	Temperature	Wind
Victoria	7 a.m.	30.89	72°	SW 2
Namru	8 a.m.	30.79	72°	SW 3
Haridon	9 a.m.	30.75	72°	SW 1
Tokio	10 a.m.	30.74	72°	SW 2
Kochi	11 a.m.	30.82	72°	SW 2
Nagasaki	12 a.m.	30.84	72°	SW 1
Kagoshima	1 p.m.	30.83	72°	SW 1
Oshima	2 p.m.	30.79	72°	SW 1
Ishigima	3 p.m.	30.76	72°	SW 1
Bonin Island	4 p.m.	30.76	72°	SW 1
Chefoo	5 p.m.	30.76	72°	SW 1
Wingding	6 p.m.	30.76	72°	SW 1
Hankow	7 p.m.	30.77	72°	SW 1
Changsha	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Gutai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 a.m.	30.77	72°	SW 1
Shanghai	2 a.m.	30.77	72°	SW 1
Shanghai	3 a.m.	30.77	72°	SW 1
Shanghai	4 a.m.	30.77	72°	SW 1
Shanghai	5 a.m.	30.77	72°	SW 1
Shanghai	6 a.m.	30.77	72°	SW 1
Shanghai	7 a.m.	30.77	72°	SW 1
Shanghai	8 a.m.	30.77	72°	SW 1
Shanghai	9 a.m.	30.77	72°	SW 1
Shanghai	10 a.m.	30.77	72°	SW 1
Shanghai	11 a.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.	30.77	72°	SW 1
Shanghai	6 p.m.	30.77	72°	SW 1
Shanghai	7 p.m.	30.77	72°	SW 1
Shanghai	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Shanghai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 a.m.	30.77	72°	SW 1
Shanghai	2 a.m.	30.77	72°	SW 1
Shanghai	3 a.m.	30.77	72°	SW 1
Shanghai	4 a.m.	30.77	72°	SW 1
Shanghai	5 a.m.	30.77	72°	SW 1
Shanghai	6 a.m.	30.77	72°	SW 1
Shanghai	7 a.m.	30.77	72°	SW 1
Shanghai	8 a.m.	30.77	72°	SW 1
Shanghai	9 a.m.	30.77	72°	SW 1
Shanghai	10 a.m.	30.77	72°	SW 1
Shanghai	11 a.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.	30.77	72°	SW 1
Shanghai	6 p.m.	30.77	72°	SW 1
Shanghai	7 p.m.	30.77	72°	SW 1
Shanghai	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Shanghai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.	30.77	72°	SW 1
Shanghai	6 p.m.	30.77	72°	SW 1
Shanghai	7 p.m.	30.77	72°	SW 1
Shanghai	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Shanghai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.	30.77	72°	SW 1
Shanghai	6 p.m.	30.77	72°	SW 1
Shanghai	7 p.m.	30.77	72°	SW 1
Shanghai	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Shanghai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.	30.77	72°	SW 1
Shanghai	6 p.m.	30.77	72°	SW 1
Shanghai	7 p.m.	30.77	72°	SW 1
Shanghai	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Shanghai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.	30.77	72°	SW 1
Shanghai	6 p.m.	30.77	72°	SW 1
Shanghai	7 p.m.	30.77	72°	SW 1
Shanghai	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Shanghai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.	30.77	72°	SW 1
Shanghai	6 p.m.	30.77	72°	SW 1
Shanghai	7 p.m.	30.77	72°	SW 1
Shanghai	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Shanghai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.	30.77	72°	SW 1
Shanghai	6 p.m.	30.77	72°	SW 1
Shanghai	7 p.m.	30.77	72°	SW 1
Shanghai	8 p.m.	30.77	72°	SW 1
Shanghai	9 p.m.	30.77	72°	SW 1
Shanghai	10 p.m.	30.77	72°	SW 1
Shanghai	11 p.m.	30.77	72°	SW 1
Shanghai	12 a.m.	30.77	72°	SW 1
Shanghai	1 p.m.	30.77	72°	SW 1
Shanghai	2 p.m.	30.77	72°	SW 1
Shanghai	3 p.m.	30.77	72°	SW 1
Shanghai	4 p.m.	30.77	72°	SW 1
Shanghai	5 p.m.			